THE
WORLDS
CARRIAGE
BUILDING CENTER
CINCINNATI, O.
U.S.A.

LIBRARY OF CONGRESS
1800

COMPLIMENTS OF

STANDARD WAGON CO.

CINCINNATI, O.

THE WORLD'S
CARRIAGE BUILDING CENTER

SOUVENIR

· · OF · ·

THE WORLD'S COLUMBIAN EXPOSITION,

· · FOR · ·

VISITORS INTERESTED IN CARRIAGE BUILDING,

PREPARED BY THE

CINCINNATI CARRIAGE EXHIBITORS:

THE COOK CARRIAGE CO., THE DAVIS CARRIAGE CO.,

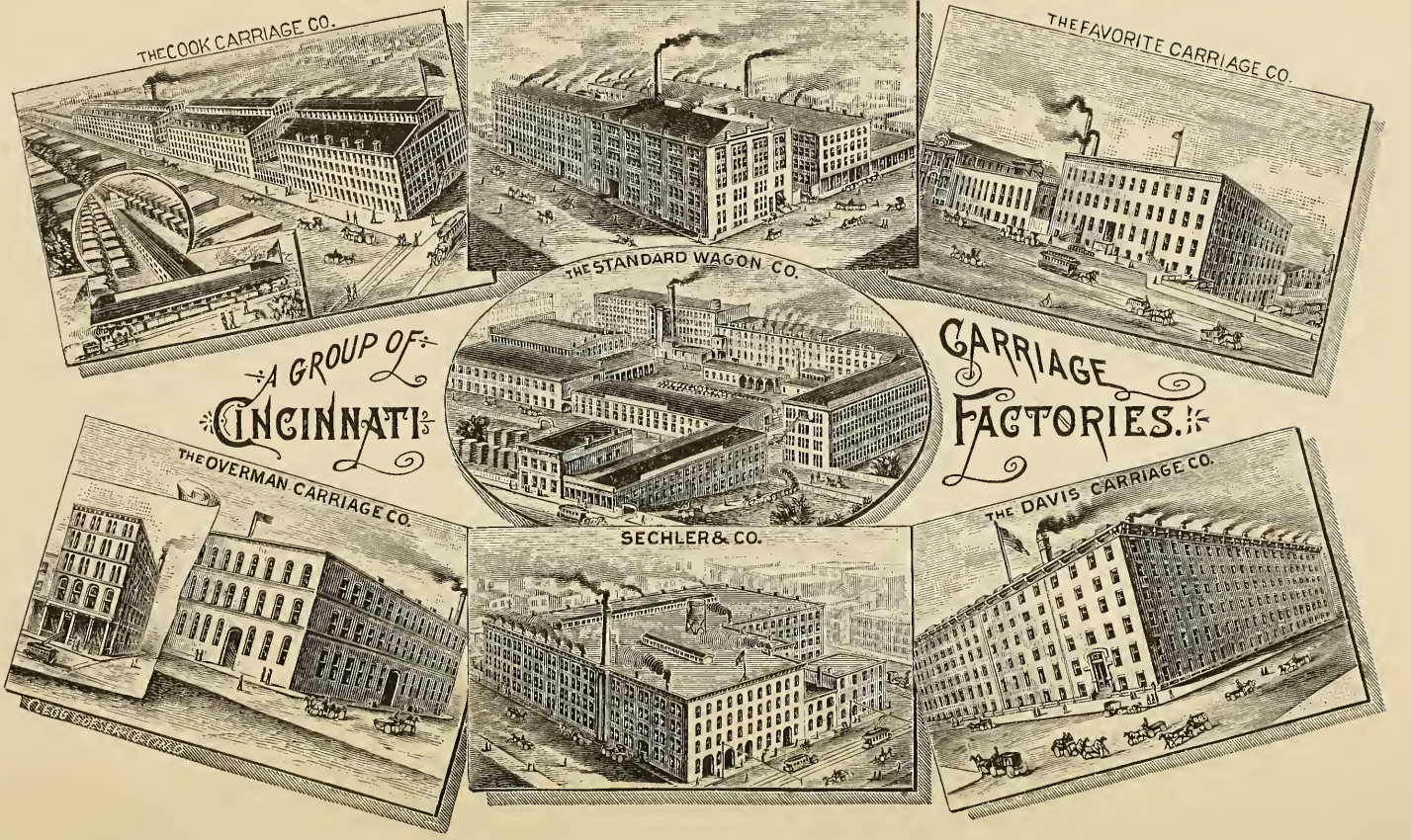
THE EMERSON & FISHER CO.,

THE FAVORITE CARRIAGE CO ,

THE OVERMAN CARRIAGE CO., SECHLER & CO.,

THE STANDARD WAGON CO.,

THE LEADING MANUFACTURERS FOR THE TRADE.


THE COOK CARRIAGE CO.
THE STANDARD WAGON CO.
THE FAVORITE CARRIAGE CO.
A GROUP OF
CINCINNATI
CARRIAGE
FACTORIES.
THE OVERMAN CARRIAGE CO.
SECHLER & CO.
THE DAVIS CARRIAGE CO.

THE WORLD'S

CARRIAGE BUILDING CENTER

Cincinnati, Ohio, U. S. A.

CINCINNATI:
PRESS OF ROBERT CLARKE & CO.
1893.

TS2020
.W6

111-4 3106

Copyright, 1893, by E. W. Hedges.

1450 c 2
4 F 44

ILLUSTRATIONS.

PAGE

AMERICAN TROTTING BUGGY—"*One Man Speeder*," . 20

THREE QUARTER END SPRING BUGGY, . . . 21

COMBINATION COIL AND BREWSTER SPRING BUGGY, . 22

ELLIPTIC SPRING BUGGY, 25 INCH PIANO BOX, . 24

ELLIPTIC SPRING BUGGY, 21 INCH PIANO BOX, . . 25

AMERICAN BUGGY OF 1826. "*An Old Timer.*" . 26

HYDE BARK BUGGY, ... 27

A BUSINESS BUGGY, ... 29

GENTLEMAN'S PHAETON, ... 31

BROADWAY QUEEN PHAETON, ... 33

HALF PLATFORM SPRING PHAETON, ... 35

A BUNCH OF BEAUTIES—

TWO SPRING LOOP FRONT PHAETON—"*The Latest*," 37

COACH SPRING PHAETON—"*The Queen*," . . 38

THREE SPRING LOOP PHAETON—"*Ramona*," . . 39

VILLAGE CART, ... 40

BUCKBOARD, ... 42

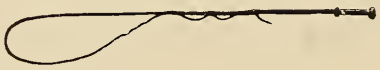
TRAP—"*Kodak*," 44

TRAP—"*Kenilworth*," 45

SINGLE SEAT SURREY "*Fauntleroy*," . . . 46

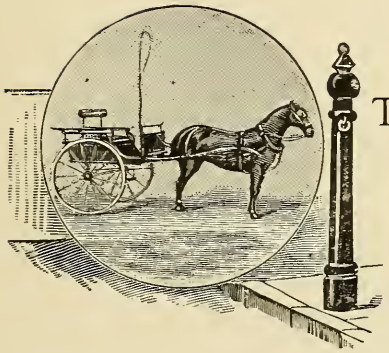
SURREY—*The* "*Seaside.*" 47

JUMP SEAT SURREY, ... 48
LIGHT FOUR-PASSENGER SURREY—STICK SEAT, . . 50
LIGHT FOUR-PASSENGER SURREY—PANEL SEAT, . 51
CUT UNDER SURREY, ... 53
CUT UNDER SURREY—*The "Ola,"* 55
CABRIOLET WITH EXTENSION TOP, ... 57–59
CABRIOLET WITH VICTORIA TOP—"*Sultana,*" . . 60
ROCKAWAY, ... 62
BOSTON CORNING BUGGY, ... 64
CONCORD BUGGY, ... 65
ROAD WAGON, ... 66
WAGONETTE—15 PASSENGER, ... 67
LIGHT SPRING WAGON, TWO SEATS, ... 69
THREE SPRING WAGON, ... 70



"And better had they ne'er been born
Who read to doubt, or read to scorn."

—*Walter Scott.*



IT is not our purpose to devote any part of these few pages to a history of Carriage Building, nor to surmising as to what century the first carriage is to be credited, where put up, the term given it and by whom; neither will we undertake to computé its cost nor would we here advertise the country to which the making of the "same old style" of vehicle is still confined. Visitors to the Exposition will, no doubt, acquire all of such information as may be desired in the Department of the Antique.

To Cincinnati and her Carriage Industry we invite the reader's attention. We are far enough from the East to appreciate the fact that within a few years we have made

wonderfully rapid strides in industrial development, and are not so far West as to have acquired the habit of boasting.

As a manufacturing city, Cincinnati is manifestly bound to be in the lead, her Carriage Industry being already so far in advance of all other cities, and her condition for expansion so favorable, that it is not at all among the probabilities that any city on the continent, or in the world, can overtake her.

With mechanics who appreciate systematized labor, men willing and able to work in a predetermined way that has been demonstrated to be the best and quickest, Cincinnati is well provided. Surrounded as she is with an abundance of coal and iron and centered in the heart of the finest timber region known, certainly she has advantages, of which men of quick perception and enterprise have availed themselves.

Whatever position other cities of the

United States may take in respect to the production of carriages, to Cincinnati is assuredly due the palm of initial enterprise in building vehicles to meet the requirements of the economic purchaser. We do not use the term "carriage" in a restricted sense as applied to four-wheeled vehicles of the medium and heavy grades, but include carts, buggies, phaetons and light surreys.

Prior to 1872 there was no wholesale trade in carriages; there were custom shops but nothing was made for the trade. Cincinnati was the first to start, has continued to lead, and the rest of the United States to follow.

It was not till 1875 that the growth of this industry attracted much outside attention or was thought to be in any way remarkable; in that year the aggregate production of carriages in Cincinnati was $1,222,222.

About this time the term "Cincinnati

buggy," and the question "where do they all go to," became familiar to every ear. There was more or less prejudice, and some did not speak kindly of us nor of our wares.

"Envy keeps no holidays." The carriage maker who *would* not understand how machinery could take the place of "labor by hand," was not as scarce an article then as now, and travelers who unwittingly were giving to Cincinnati a large amount of free advertising, by referring to her vast output of vehicles, would now and then have the cry of "no good" thrown at them; and there are still to be found some, of whom it may be said: "Whoso is out of hope to attain to another's virtue will seek to come at even hand by depressing another's fortune."

We still, however, continue to monopolize the largest share of the attention of dealers the world over — the aggregate production of carriages in Cincinnati in

1892 was $11,000,000 (more than double that of any other city in the United States).

Our vehicles not only *go* to all parts of the United States, but in greater or less numbers find sale in Europe, South Africa, Australia, Mexico, Central and South America, British India, West Indies, and the Sandwich Islands.

As a distributing center, it is conceded by all who have ever given the matter any thought, Cincinnati is booked to be the *finest*,—her trade territory is a complete circle, she is in the very midst of the greatest domestic demand—North, South, East, and West—and by numerous lines of transportation radiating from the great center is enabled to expeditiously, as well as economically, send forth her product and draw in her needful supplies.

IN the foregoing, we have not undertaken to dwell at any length on the advantages, natural or acquired, of Cincinnati as a manufacturing city, but only in a general way, and with special reference to her Carriage Industry; it would be an easy matter, did space permit, to present an array of facts, regarding not only advantages above referred to, but as well the rapidly growing industries of Cincinnati, as to surprise even her own citizens, many of whom are but scantily informed and unconscious of the wonderfully rapid strides she has made within a few years in industrial development.

With the growth of the business in the production of the vehicle proper, has come also the building up of auxiliary branches for the manufacture of the various parts of the same, such as wheels, bodies, axles, springs, carriage hardware, enameled and

fancy leathers; so that, in conjunction with varnishes and paints, which have long been produced here, it may be asserted that every thing necessary to the construction of a carriage, save that of cloths, is now manufactured in this city.

With the accessory trades and special industries centering here, and ready command of the best timber and iron supply, who can doubt that Cincinnati will always maintain the lead in the quantity and quality of carriage production.

It may be well to state here, that the companies herein mentioned, own their own wheel, spring and axle factories, as well as the controlling interest in one of the largest dash and carriage hardware establishments in the world, and are largely interested in bolt works and drop forging establishments.

So far we have had but little to say of ourselves, yet we feel justified in asserting that whatever success the Cincinnati carriage builder has achieved is fully deserved,

being the first to undertake the manufacture on a large scale by duplication—the first to be in the market with the "People's Vehicle"—naturally reaping the "first fruits."

OF the many thousand visitors to the World's Fair, comparatively few probably will visit Cincinnati for the express purpose of witnessing the process, and may be familiarizing themselves with the method of manufacture in vogue in the Queen City's Huge Carriage Shops, yet we can assure all such as may be inclined to visit us, that they will be most heartily welcomed, and that no pains will be spared in showing "how it is" that a carriage equal in every respect to that made elsewhere can be produced in Cincinnati for less money, and therefore "*why* it is" the product of Cincinnati factories quadruples that of any other city. We will be pleased to convince you that we are not given to vain-glory, and that Æsop's fly, that sat upon the axle-tree of the chariot wheel, and said, "What a dust do I raise," was not a Cincinnati fly.

OUR Quadri-Centennial year, in which the people of America in celebrating have invited the world to take part, and by means of the Columbian Exposition exhibit the progress made in the industries of all nations, presents a favorable opportunity of comparison—the best method of arriving at a just conclusion.

To no one mind is the undertaking of this enterprise attributable, but is the outgrowth of the spontaneous happy thought of the entire American people, an undertaking, which despite the obstructive elements it has met, has been pursued to complete fruition and patriotic determination.

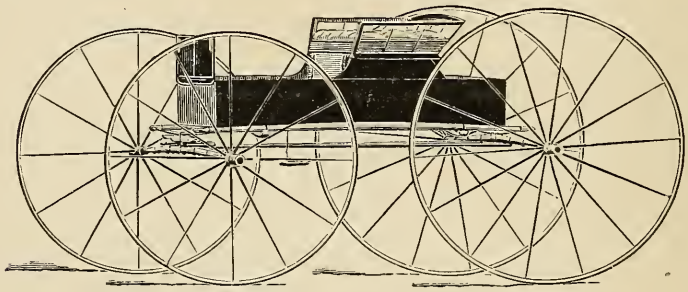
It is natural to suppose that in the Carriage Department, leaders in the trade, both at home and abroad, have contributed the finest they have been able to produce, and no doubt all will in some respect be found re-

markable—symmetry and elegance of form, harmony of lines, taste and finish of colors and trimmings, and variety of styles, nicely adapted to each and every purpose for which they may be specially intended.

We, however, have to do only with our own exhibit in making special mention.

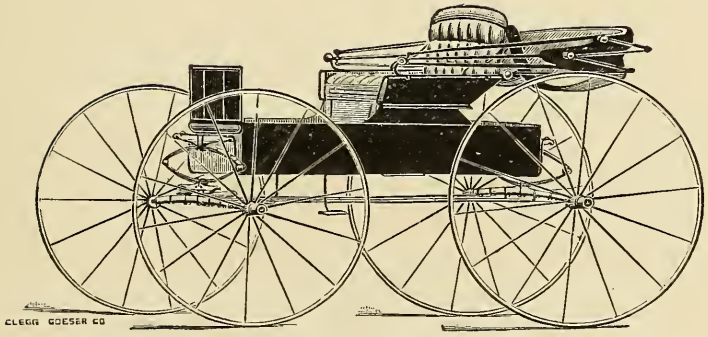
We have on exhibition thirty-four vehicles, *average samples of such as we build for the trade by thousands*, and which find ready sale in all parts of the world.

THE first to which we call your attention is a typical American Trotting Buggy, or



ONE MAN SPEEDER. Weight, 135 pounds.

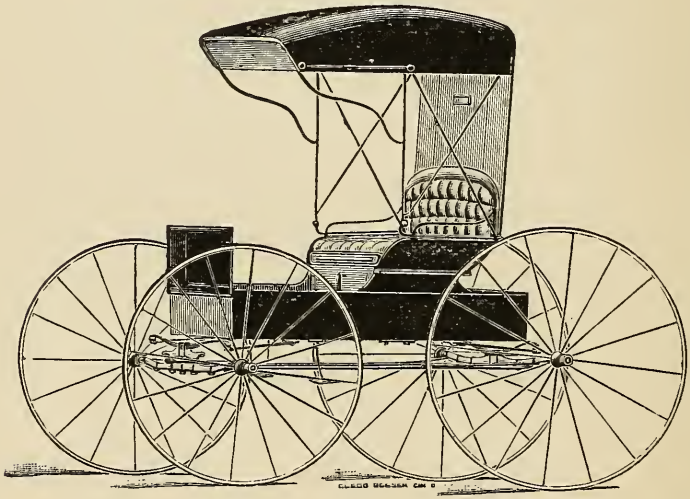
Light, easy, graceful, and substantial, especially adapted for turf use; hung on Brewster springs; the body is 18 x 51 inches, ¾ inch steel axle, compressed banded hub wheels, 43 and 47 inches, with ⅝ inch tread, and 4 feet 2 inch track. The body is painted black and gear carmine; cushion, blue cloth; but in ordering duplicates of this job, trimming and painting may be changed to suit taste of purchaser, and springs may be Storm in place of Brewster if desired.



THREE QUARTER END SPRING BUGGY.

THE above illustration shows a vehicle for light fancy driving, springs graded especially for such service. Body, 22 x 51 inches; 26 inches seat room; $\frac{13}{16}$ axle; 43 and 46 inch wheels, with ¾ tread; 4 feet 2 inch track. Painting: body, black; gear, Brewster green, with double fine line stripe. Trimming, green cloth. Top, back and side curtains of hand buffed leather, lined with superior wool-dyed cloth; four-barred leather dash; full length velvet rug and toe carpet. Net weight, 235 pounds.

FASHIONS have greatly multiplied; there are some things, however, which never become unfashionable, and the remark is true when applied to the *Piano*

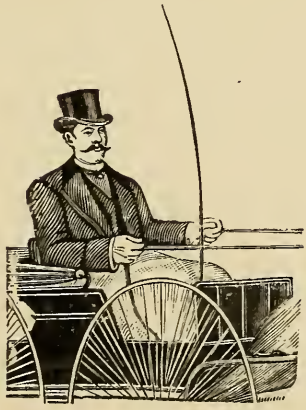


Box Buggy, this style having been standard for more than 30 years.

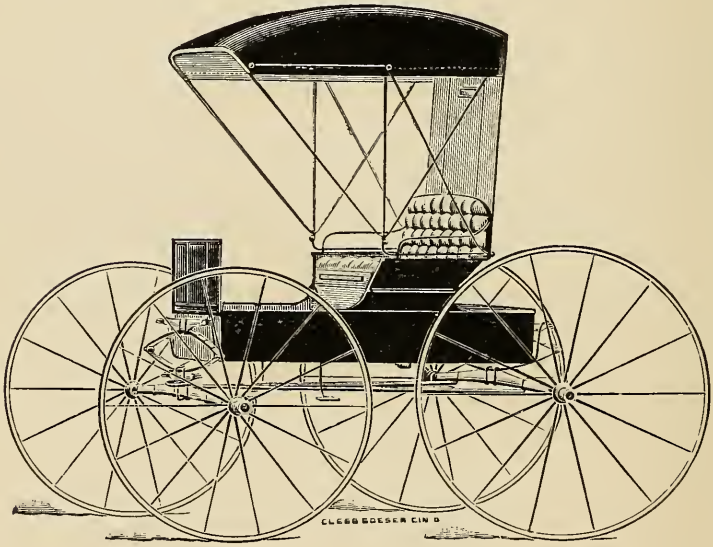
The body here illustrated is the regulation width of 24½ inches, and 51 inches length, 8½ inches depth, with 34½ inches seat room. It is hung on combination coil and Brewster springs, and finished

in black without striping or ornamentation, the gear being finished with fine line stripes on green. The top is of a late pattern, having but two bows, making it much more convenient, when the top is raised, in getting in and out, and by patent joint is so arranged as to form a perfect sun or storm hood, and when folded a dust hood.

Axles, $\frac{15}{16}$ inch; wheels, 40 and 44, $\frac{7}{8}$ inch tread. Trimming, green cloth.

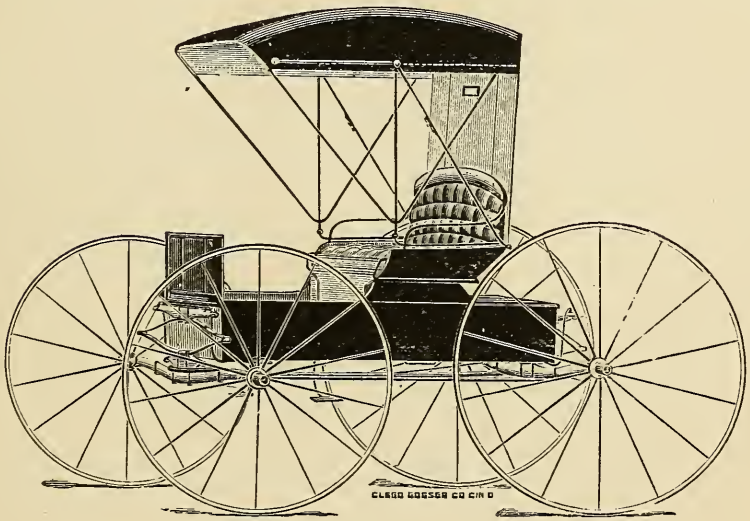


ANOTHER Piano Box is here shown. Hung on elliptic springs. Dimensions of body, 25 x 50 x 8½ inches; axles, $\frac{15}{16}$; wheels, 40 and 44, ⅞ tread. Top all leather,



with three leather-covered bow sockets; back and cushion of green cloth; leather boot and dash; velvet carpet and toe rug. Body painted black, gearing green, with three fine line lemon-yellow striping. Net weight, 300 pounds.

AND still another, with slightly different dimensions, the body being 50 x 21 x 8 inches; hung on double-sweep elliptic springs; the axles, $\frac{15}{16}$, dropped; hangs very

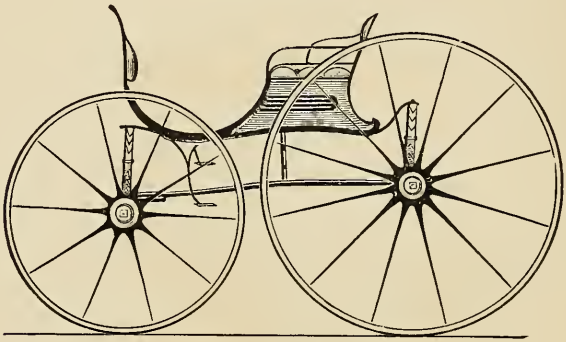


low; wheels, 40 and 44, ¾ tread. Body painted black, gear black, with double fine white line; trimming, green cloth; top, all leather; with shafts.

Net weight, 331 pounds.

AN "OLD TIMER."

By way of variety we have copied from "American World on Wheels," by Ezra M. Stratton, illustration and explanation of

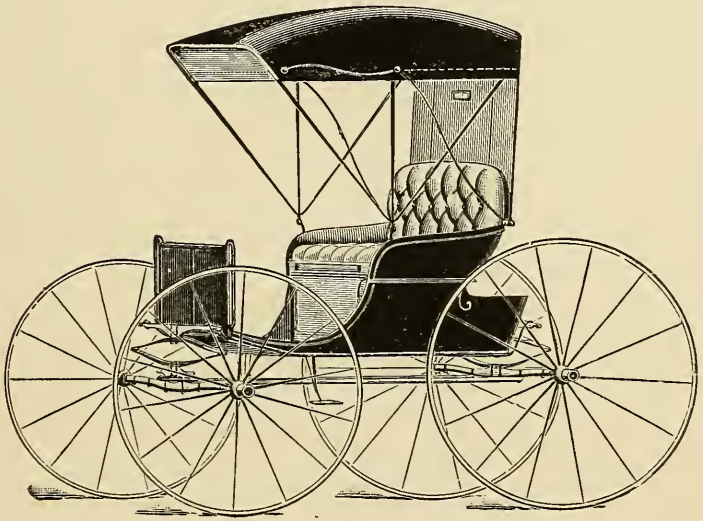


AMERICAN BUGGY, 1826:

"The body, if not very handsome, was yet very strong and substantial. The side elevation was composed of rocker and pillar, behind which was placed a board three-quarters of an inch thick, to serve as the side panel, on which was glued and fastened by screws from the inside, a broad half-round molding for *ornamental purposes*. From this the reader will see that weight was no objection."

Other parts being equal, we would say not.

WE now come to buggies differing materially, so far as the bodies are concerned, from those previously described, but similar in respect to gear.

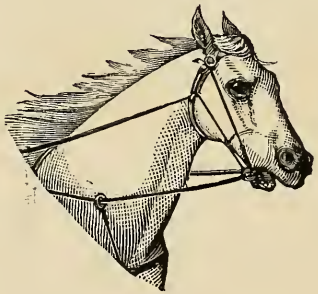


The above cut represents our "Hyde Park" buggy, and shows a swell round cornered body and seat, having several new features and lines. It is suspended on elliptic spring gear; axles, $\frac{15}{16}$; wheels, 40 and 44, $\frac{7}{8}$ tread. Body painted black;

gear blue, with glazed blue stripes. Blue cloth trimming.

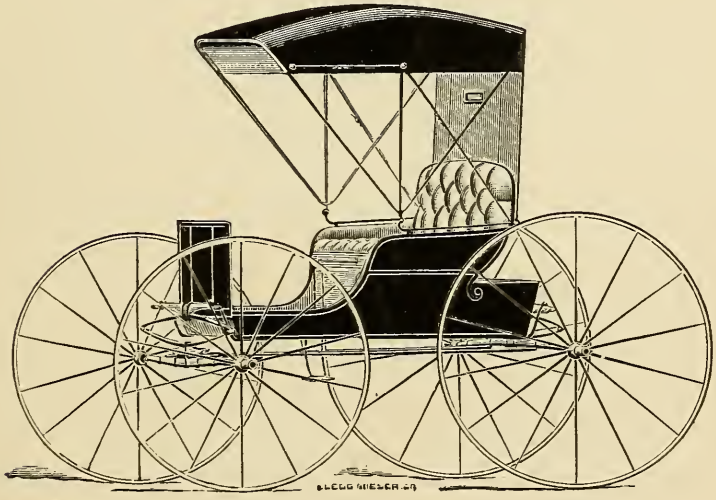
Furnished, when called for, with close top, lamps, and heavier gearing.

Net weight, 330 pounds.



WHAT CONSTITUTES A BUSINESS BUGGY.

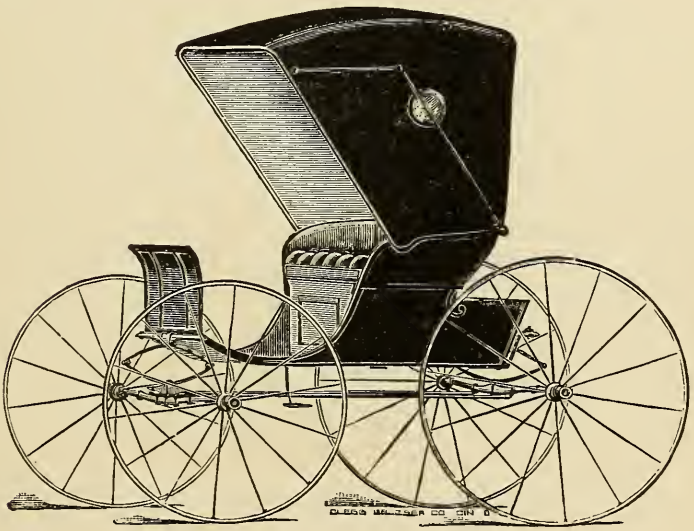
It should be light, yet strong, easy of access, and with a roomy seat and sufficient leg room. There should be plenty



of space beneath the seat for the reception of parcels, and a good top. Combined with these should be easy riding springs, not too soft, thoroughly first-class wheels, and strong axles. The accom-

panying design is of a buggy intended to conform to all the above-named conditions. It is handsomely trimmed in green cloth; springs in back. Body painted black; gear, green, with double fine line orange stripe; axles, $\frac{15}{16}$; wheels, 40 and 44, $\frac{7}{8}$ tread. Net weight, 285 pounds.

"MR. BRADLEY has gone to take a ride in his interim, sir. Half an hour ago he says to me, 'Michael, I'm expectin' Mr. Gafficks here this mornin', but it's likely he won't be along for a fwhile yet, so I'll jest go down town in the interim,' sez he; and with that he druv aff in the buggy. They do be havin' new high-toned names for every thing these times."

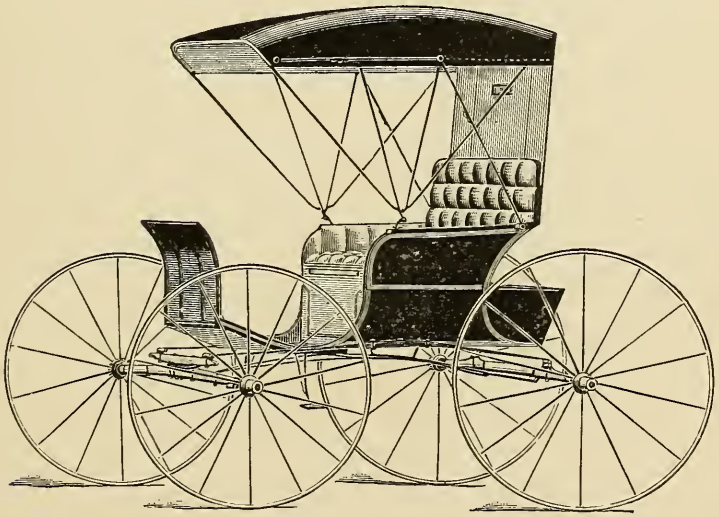


GENTLEMAN'S PHAETON.

Round corner swell body and seat, with solid bent sill; width at bottom, 24 inches; length, 49 inches; width of seat on top,

36 inches. Hung on elliptic springs. Drop axles, $\frac{15}{16}$; wheels, 40 and 44, $\frac{7}{8}$ tread. Close leather top, upholstered in green cloth. Painting: body, black; gearing, green, with Naples yellow stripes.

THE Phaeton family is an extensive one, and the field for novelty in designs seems to be covered completely. We feel assured, however, that in our endeavors to produce something pleasing for gentlemen's driving, we have in our *Broadway Queen Phaeton*



Accomplished our aim, and with a combination of angular and curved lines secured a tasteful effect, at the same time pro-

viding a body with ample seat and leg room.

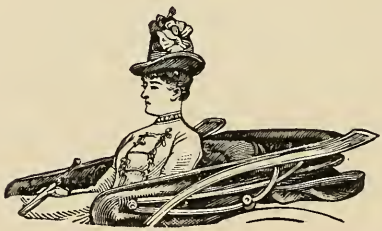
Hung on the popular Broadway Queen spring.

Axles, $\frac{15}{16}$; wheels, 40 and 44, $\frac{7}{8}$ tread.

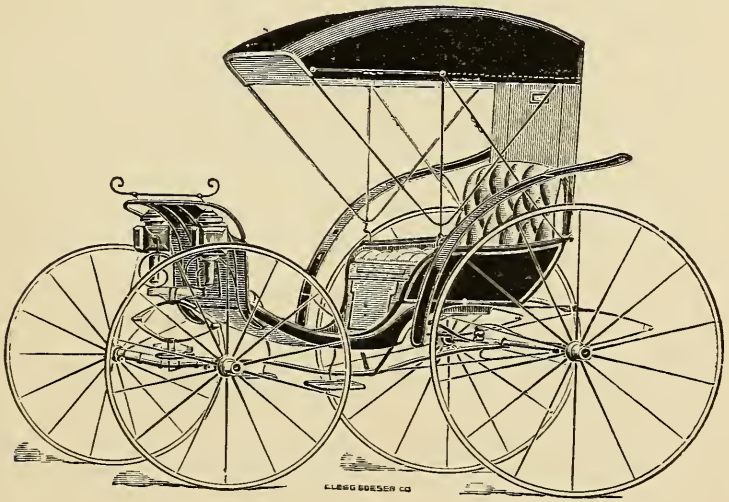
Top all leather; trimming, green cloth.

Painting: Body black, gear black, double fine line carmine striping.

Net weight, 345 pounds.



LADIES' Phaetons are made in almost every imaginable style possible, and the varying a little here and there on the body, constitutes really no new style.



We have a large share of conservative trade where a *very* wide departure is not demanded.

In our Half Platform Spring Phaeton here shown, our old customers will recognize a favorite style of last season slightly

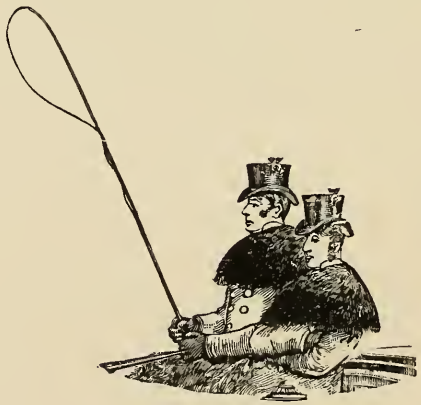
remodeled, and we are quite sure will have many new admirers.

Axles, $\frac{15}{16}$; wheels, 36 and 42, $\frac{7}{8}$ tread.

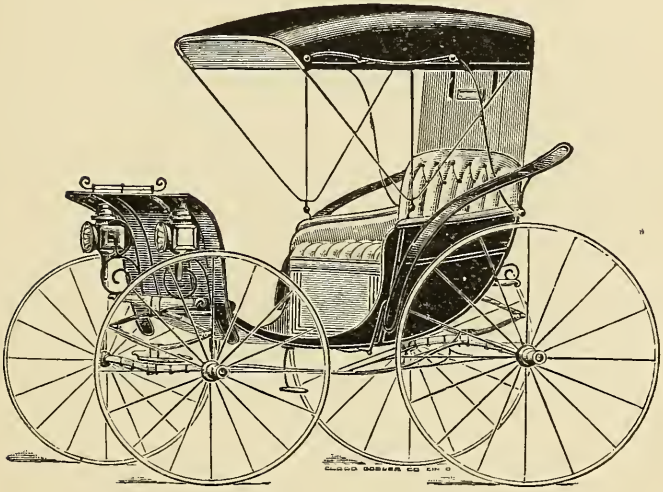
Upholstered in wine-colored cloth; full leather top.

Painting: Body black; gearing, dark carmine, with three fine lines gold striping.

Net weight, 360 pounds.



A BUNCH OF BEAUTIES.



THE LATEST,

Two-spring, Loop-front Phaeton.

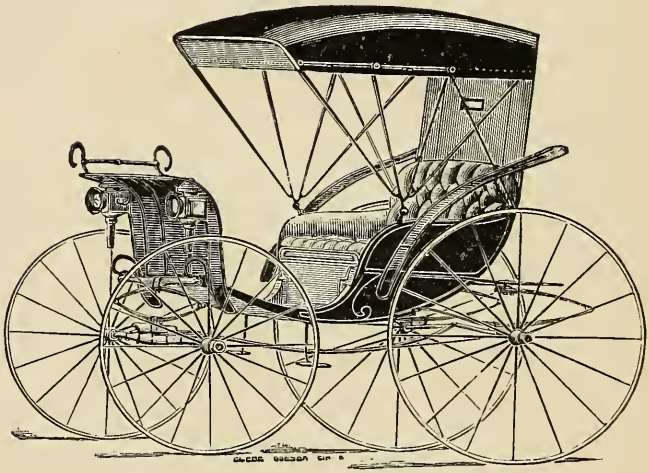
Axles, $1\frac{1}{16}$; wheels, 38 and 44, 1 x ¼ tire.

Full leather top; green cloth trimming.

Body panels finished green, with black molding; gear, green, with double fine line carmine stripe.

Net weight, 375 pounds.

"Let every one have his own."



THE QUEEN.

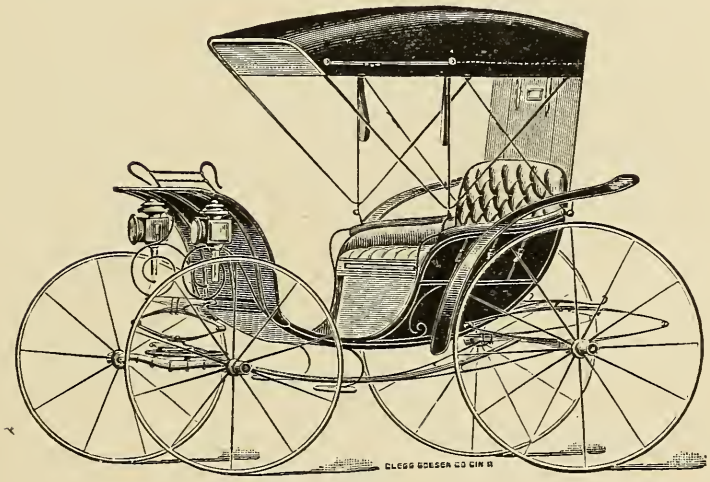
Coach Spring Phaeton.

Axles, $\frac{15}{16}$. Wheels, 36 and 44, $\frac{7}{8}$ tire.

Trimming, blue cloth.

Painting: Body, blue; gearing, blue, with white stripes.

"Thou hast no faults, or I no faults can spy;
Thou art all beauty, or all blindness I."



"RAMONA."

Three Spring Loop Phaeton.

Axles, $\frac{15}{16}$. Wheels, 36 and 42, $\frac{7}{8}$ tread.

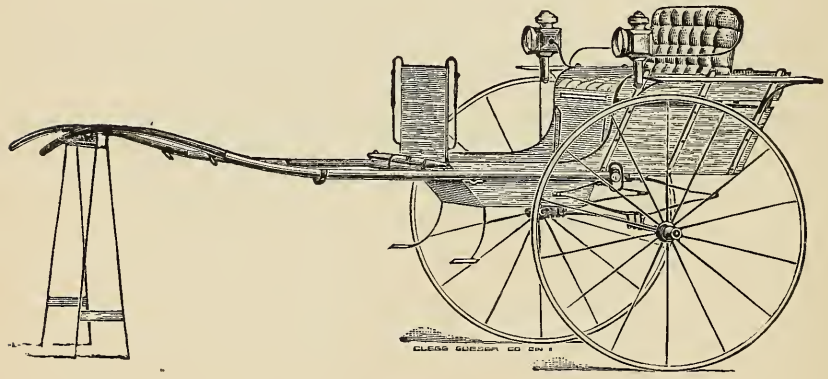
Trimming, blue cloth.

Painting: Body, perfect blue, with black moldings, striped lemon; gear, perfect blue, striped broad black, with lemon edge.

Net weight, 400 pounds.

DAINTIES BETWEEN THE COURSES.

The demand for two-wheeled vehicles can not be said to be on the increase in this country, but the foreign demand is steadily growing, especially for carts on the village order and of light design.



Our cut shows a cart hung with our patent device for overcoming all horse motion, affording ease and comfort to the rider (permitting conversation without being accused of stuttering). A steel torsion bar is held rigidly at center of body, and passing through journals at corners

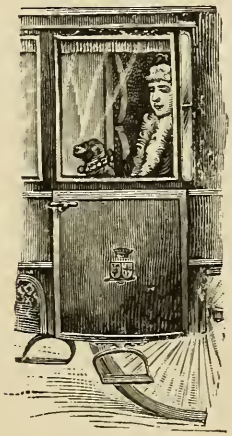
attaches rigidly to shafts. This allows each shaft arm to move independently of the other.

Axle, $1\frac{1}{16}$; wheels, 46 inch, 1 inch tread.

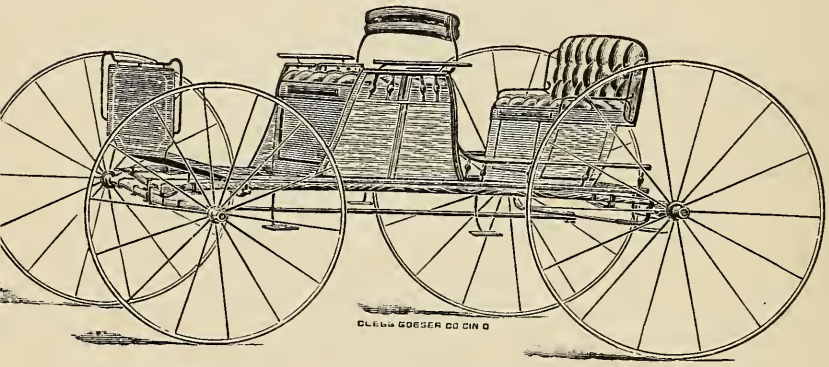
Body painted tan color; gear, natural wood finish, striped heavy brown line, distanced with light brown; irons, wood color.

Trimming, tan leather.

Net weight, 268 pounds.



"Ride on! Rough shod if need be, smooth shod if that will do, but ride on."—*Dickens in David Copperfield.*



BUCKBOARD.

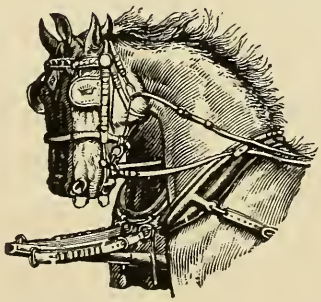
Notwithstanding the declared purpose of the revisers of Webster's Dictionary to correct imperfections in definitions, we still find "Buckboard" defined as a "rude four-wheeled vehicle, consisting of a long board resting on the two axle-trees and carrying a seat or seats, placed transversely upon it."

We, of course, credit the reviser with the fact that at the time he was engaged on his work there had been but little if any improvement made on the vehicle as above

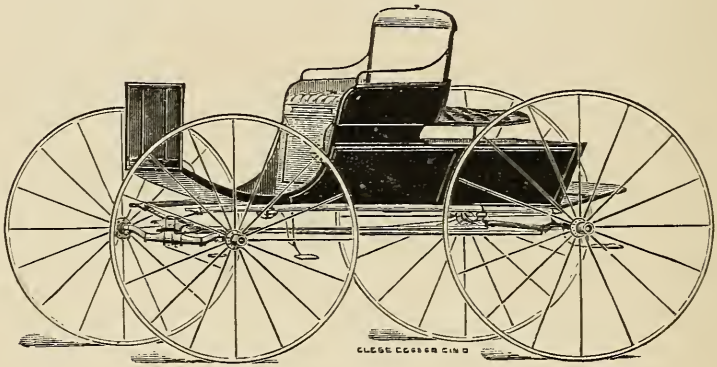
described, but we are certain that our illustration will not give the impression of a vehicle in any way rude.

Arranged as here shown, for four passengers, facing front, it can be quickly changed to *dos-a-dos*. It is elegantly upholstered in brown leather. The body is finished blue, with Naples-yellow stripe; gearing carmine, with broad and fine line Naples-yellow striping. (Will furnish with quartered oak, panels, natural wood finish, if desired).

Hung on Olin springs. Axles, $1\frac{1}{16}$; wheels, 40 and 44, 1-inch tread.



IN our regular trade catalogue the illustration shows this *trap* with the seat in position for two passengers, and explanation is made as follows: "'By pressing the button' it is instantly converted into a



THE "KODAK."

four passenger vehicle" (as shown above). It is trimmed in light Bedford cord.

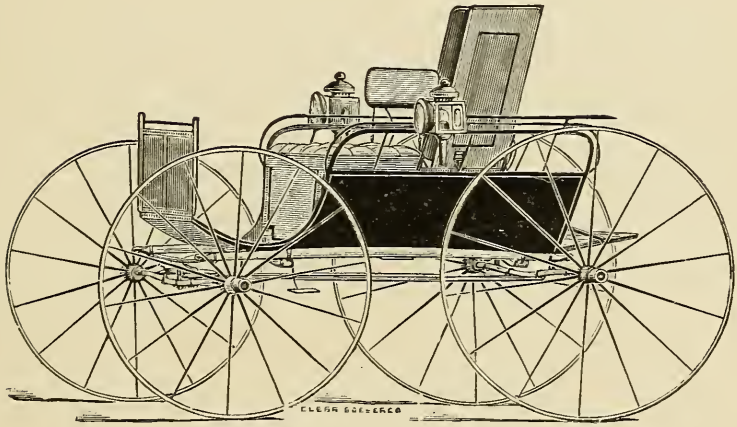
Painting: body, black; gearing, green, with double fine line carmine stripes.

Axles, front, 1 inch, rear, 1⅛; wheels, 40 and 44, 1 inch tire.

Net weight, 410 pounds.

A TRAP.

Light running, short geared, roomy, elegant.

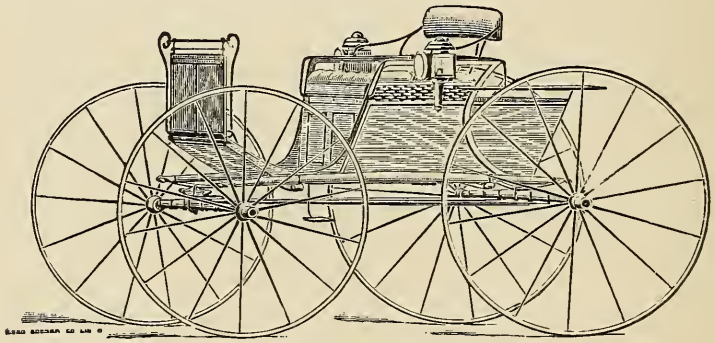


THE "KENILWORTH."

Suspended on Storm and Brewster combination gear. Axles, $1\frac{1}{16}$; wheels, 42 and 46, $\frac{7}{8}$ tread. Body finished green, with black moldings, fine line lemon stripe. Gear, sulphur yellow, with single broad black stripe. Trimming, green Bedford cord.

Net weight, 360 pounds.

A SINGLE seat surrey and as "pretty as a picture." Our illustration shows Brewster gear; we, however, change to either Timken or elliptic springs as may be desired. Axles, $\frac{15}{16}$; wheels, 42 and 46, $\frac{7}{8}$ tread.

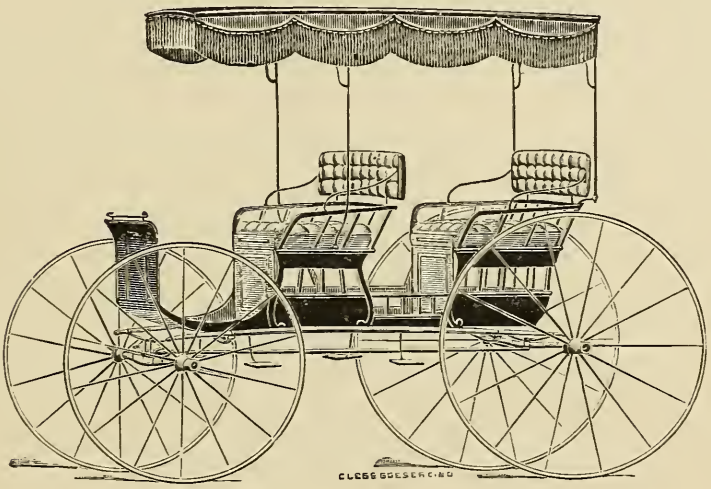


THE "FAUNTLEROY."

Body, finished maroon, with black moldings, striped fine line white, basket work seat-riser. Gear, carmine, with double fine line white stripe. If desired can be furnished quartered oak body. Trimmed in maroon leather. We also furnish this surrey with canopy top.

Net weight, 245 pounds.

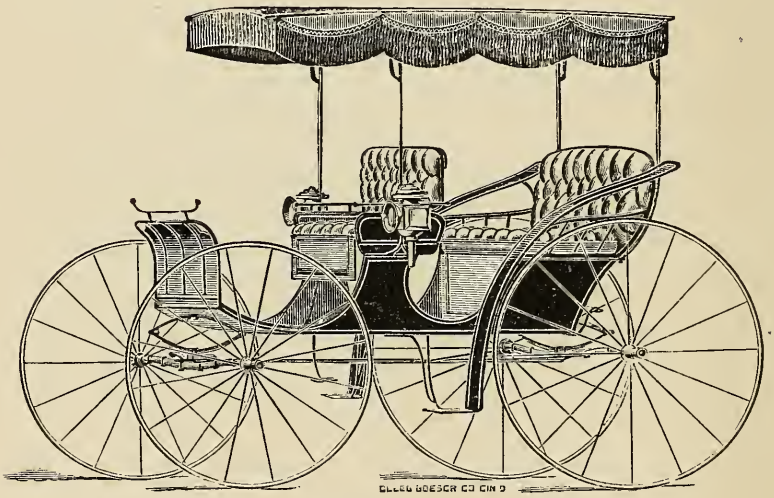
THE "SEASIDE," a light canopy top surrey, with stick-panel, stick seat body, with curved moldings, bent wood backs; hung on Brewster springs. A most inviting summer vehicle.



Upholstered in green cloth. Body painted green, with carmine striping. Gear, carmine, with heavy black line, edged white.

Axles, $1\frac{1}{16}$; wheels, 40 and 44, $\frac{7}{8}$ tread.

VISITORS to our exhibit should not neglect the opportunity afforded of inspecting this, the nearest to perfection of any jump seat surrey ever made. The



JUMP SEAT SURREY.

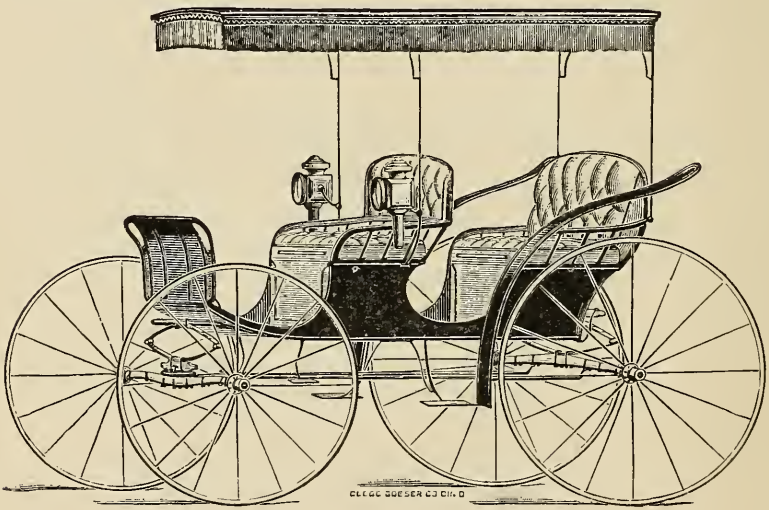
body is light and well adapted for four passengers, and with seats folded, presents a handsome appearance as a single seated surrey. The great objection to jump seat carriages has been the necessarily

contracted front seat; this difficulty we obviate in this job by a patented mechanism which extends the ends of front seat when lazy back is raised, making same width as back seat. It is handsomely upholstered in green cloth. Body, finished black. Gear, green, with Naples-yellow stripe..

Elliptic springs. Axles, $1\frac{1}{16}$; wheels, 40 and 44, $\frac{7}{8}$ tire.

"BIRDS OF A FEATHER."

A VERY pleasing design of surrey is here shown, with round corner body and panel back, with bent seat rail. Hung as shown on two elliptic springs, with double perch, and is a well balanced carriage for one or two horses.

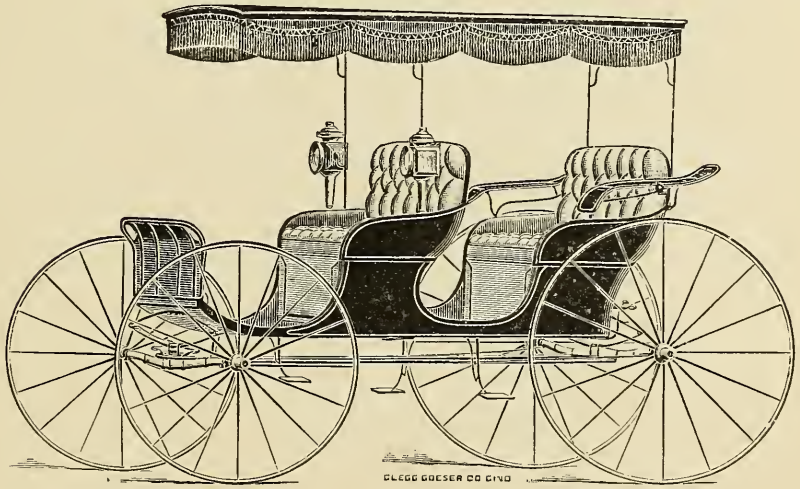


Axles, $1\frac{1}{16}$; wheels, 38 and 42, tire, 1 inch. Body, finished black. Gear, blue, with broad silver stripe and fine line gold.

Trimmed in blue cloth.

Net weight, 440 pounds.

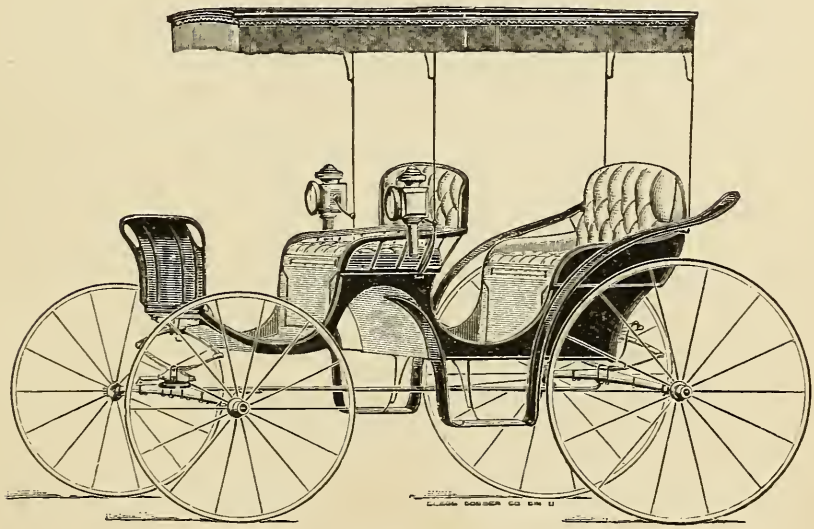
CAN a builder, or even an expert, name the different styles of vehicles that pass along our streets? It is doubtful. The improvements that have been made



in the construction of all kinds and classes of vehicles are wonderful, and due not so much to desire for luxury as to the American taste for comfort and beauty. Critical purchasers will no doubt be attracted to the several designs of surreys in our exhibit as being specially well adapted for city and country use.

The cut on the preceding page illustrates a light canopy-top surrey, with beautiful curves and swells, in harmony throughout. Double perch end spring gear; axles, $1\frac{1}{16}$; wheels, 40 and 44, $\frac{7}{8}$ tread. Handsomely upholstered in green cloth. Painting: body, black; gear, green, with Naples-yellow stripe.

DEALERS recognize the fact that those having in stock a large variety of styles will be in position to do more business than their neighbors who have only a scant stock to select from.



The "*Cut Under*" *Surrey* is as frequently called for as any other four-passenger carriage.

Above illustration is of one of our latest designs—already a trade favorite.

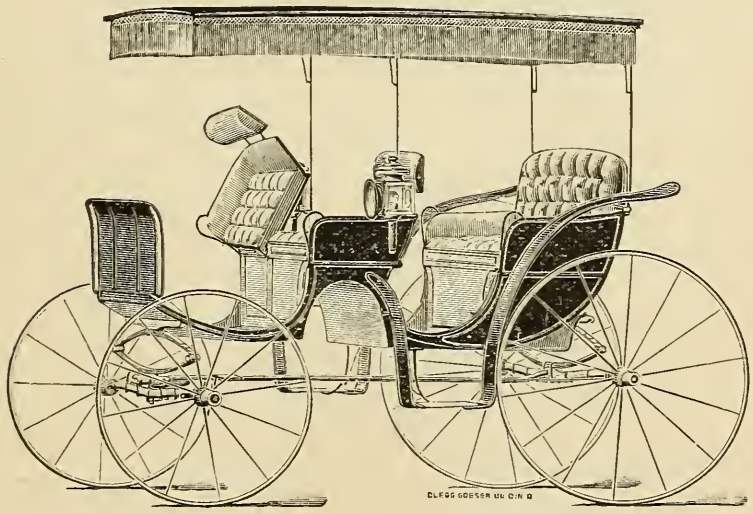
Axles, $1\frac{1}{16}$; wheels, 36 and 42, 1 inch tread.

Body, finished black; gear, green, with carmine and double fine line gold stripes.

Upholstered in green cloth.

Net weight, 500 pounds.

THE surrey here illustrated is novel in design, convenient in its arrangements, hangs low, and can be turned short. 'T is not always that the latest designs are the best, but in this instance we know



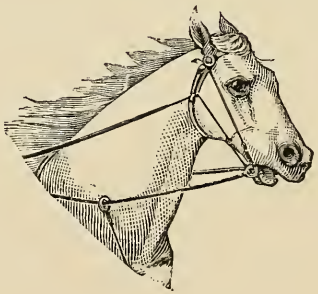
The "Ola" has advantages such as to make it one of the most popular.

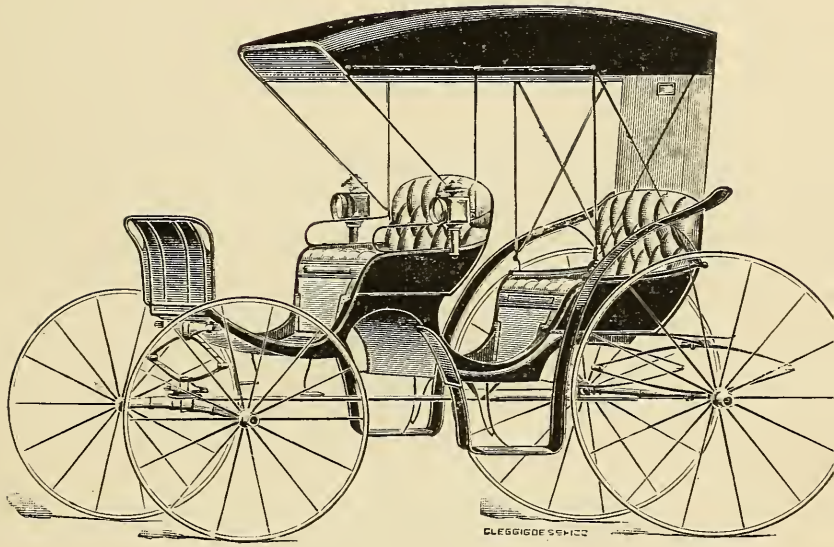
The lower panel of back part is concave, upper panel of both back and front seats convex, with solid moldings worked

on the edge. Front seat has round corners, and either half of seat tips to give easy access to back seat. Hangs low on elliptic spring gear. Axles, $1\frac{1}{16}$; wheels, 34 and 44, $\frac{7}{8}$ tread. Body, finished purple lake, black moldings, with fine line carmine; gear, purple lake, with double fine line carmine striping.

Trimming, wine color cloth.

Net weight, 500 pounds.





EXTENSION TOP CABRIOLET.

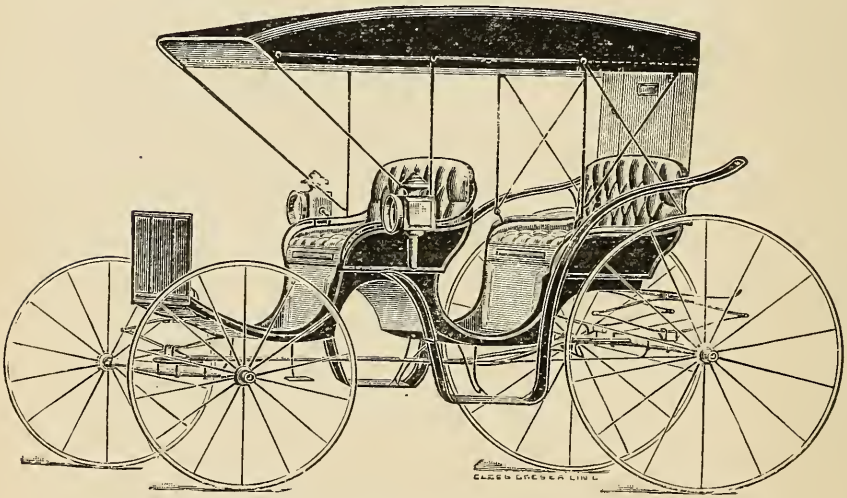
This pattern of carriage is now very popular. It can be used as an open, half top, or closed carriage. However used, it always presents a stylish appearance.

Hung on three elliptic springs. Axles, 1⅛; wheels, 38 and 46, 1 inch tread. Upholstered in blue cloth. Top all leather. Body, finished black; gear, black, with gold stripe, distanced with two single line silver.

Net weight, 575 pounds.

"Oh, it's handsome enough, but it looks too comfortable to be stylish."

NO doubt, dealers come across just such "queer shoppers," and often have to call on their reserve stock of



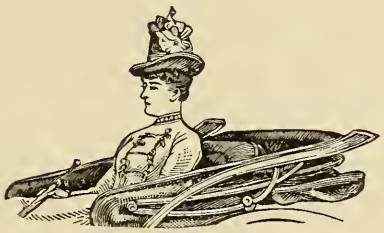
THREE SPRING CABRIOLET-EXTENSION TOP.

patience, and turn to another carriage of similar pattern, with the remark, "This, madam, you see is trimmed in a different shade of cloth, and may not be so comfortable."

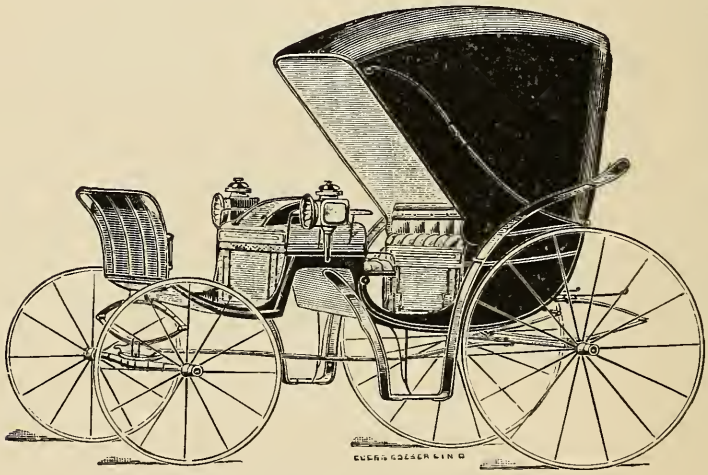
Axles, $1\frac{1}{16}$; wheels, 34 and 44, 1 inch tread. Body, painted black; gear, black, striped heavy line of light green, distanced with fine line of white.

Trimming, green cloth, all leather top.

Net weight, pole included, 556 pounds.



IN our line of trade the design of vehicle here shown is rather rare, in fact we know of none produced outside of Cincinnati possessing the same advantages and finished with as much care, unless it be of



OUR NEW SULTANA.

that class of vehicles which are manufactured in such limited quantity as to necessitate the making of the price double that which this is offered for.

Our cabriolet, with Victoria top, we are

confident the trade will be pleased with. The body is made with deep quarters, full swell sides, and high back; suspended on front elliptic and rear platform coach springs.

Axles, 1⅛ front, 1¼ rear; wheels, 36 and 46, with 1¼ x $\frac{5}{16}$ tire.

The body is finished green, with black moldings.

Gear, green, with double fine line glazed carmine stripe.

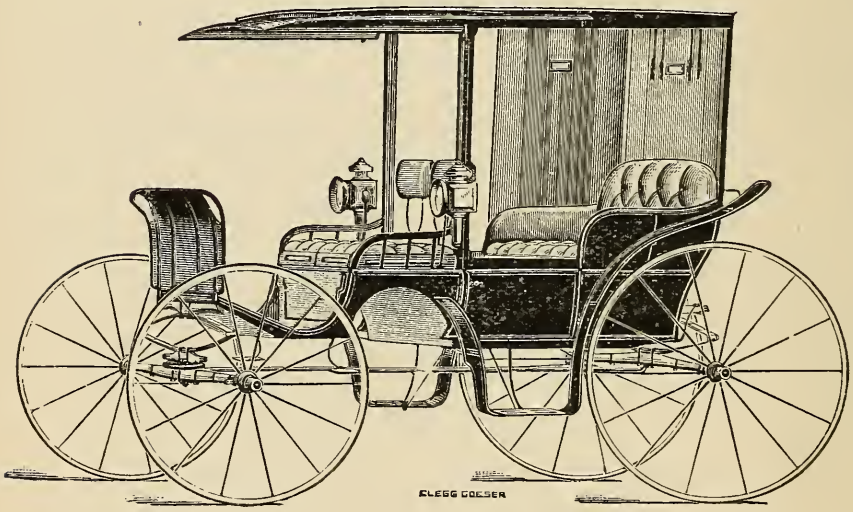
Net weight, 650 pounds.

The upholstering: all the material in top and other trimming is of the very best the market affords, and no pains are spared to make this job rich and complete in all its details.

The small seat inside can either drop against the front seat or be easily removed.

We also furnish this without dickey seat and top with sides open.

THE Rockaway is a peculiarly American type of carriage. As first built in 1830 it was simply an improvement of the wagon form, by the addition of springs and top. Gradually curtains were added,



then panels, doors, and windows, until in some patterns of to-day it may rank in the coach family. It has always been, however, a family carriage, adapted to be driven by its owner.

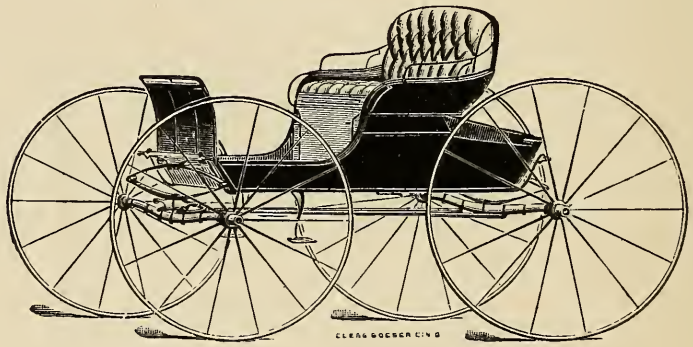
We here illustrate a curtain Rockaway,

one of the handsomest of its class. As will be seen, it is hung on two elliptic springs; the axles are 1⅛; wheels, 36 and 42, 1⅛ tread; is handsomely upholstered in blue cloth. Backs on front seat reversible.

Finish on body, black; gear, black, with broad carmine stripe.

Net weight, 600 pounds.

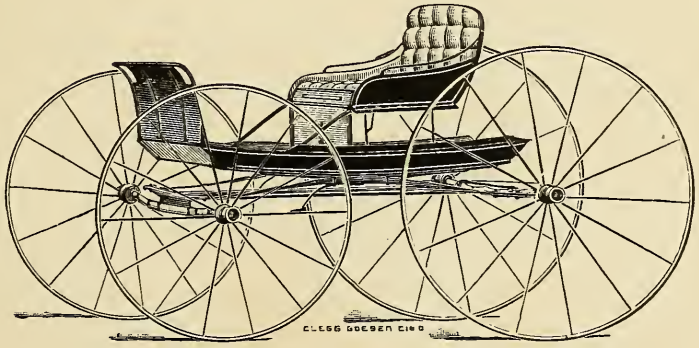
THERE are thousands using vehicles for purposes of business as well as pleasure that do not fancy a top, but want an open buggy—serviceable, comfortable, and easy of access—such is our Boston Corning Buggy.



The body is large and roomy, with round corner panel back, hung on elliptic springs. Axles, $\frac{15}{16}$; wheels, 40 and 44, $\frac{7}{8}$ tread. Body, painted black; gear, yellow, with double fine line blue stripe. Trimming, blue cloth; springs in back; leather boot.

Net weight, 296 pounds.

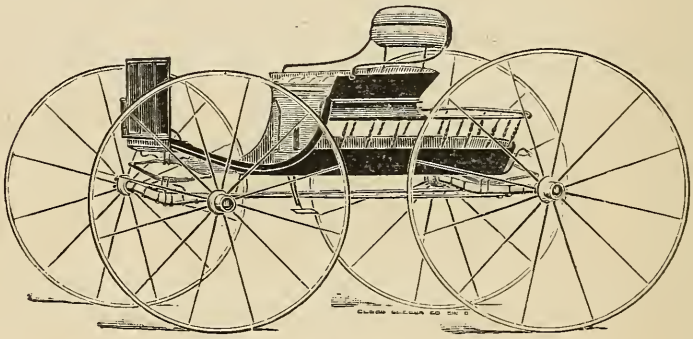
A GREAT favorite with the people of the New England States.



OUR CONCORD BUGGY.

A roomy body, with phaeton seat, hung on side spring gear, with three reaches and equalizer; cranked axles $\frac{15}{16}$, with nicely fitted beds; wheels, 40 and 44, $\frac{7}{8}$ tire. Body, painted green, tastefully striped with carmine; molding, black; gear, green, with heavy and fine line carmine striping.

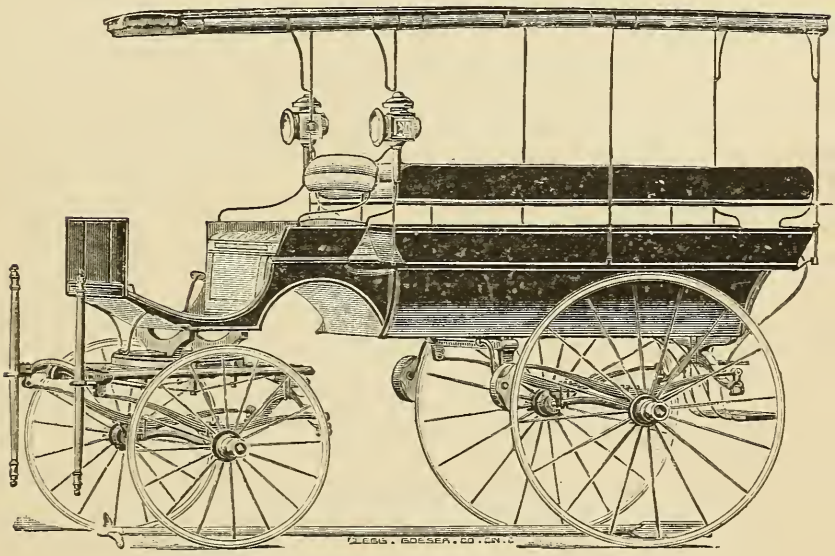
THE demand for something less expensive, and to take the place of an open buggy for ordinary purposes, has led to the manufacture of what is now known as *The Road Wagon.*



We here illustrate a style of panel and stick body, with round bent rail, making a neat and serviceable run-a-bout, which finds ready sale.

It is hung low, on two elliptic springs, has $\frac{15}{16}$ drop axles; 40 and 44, $\frac{7}{8}$ wheels. Body finished fair wood; gear, smoke, with carmine stripe. Fair leather trimming.

PRIOR to 1890, hotels, summer resorts, schools, and excursions parties were forced to use, as a conveyance, some lumbering contrivance got up to order, or an omni-



WAGONETTE.

bus. Ready-made, well-finished vehicles, on the carriage order, to accomodate 8, 10, 12 or more passengers, were not, as now, thought a necessary part of the line in a well stocked carriage repository. In the

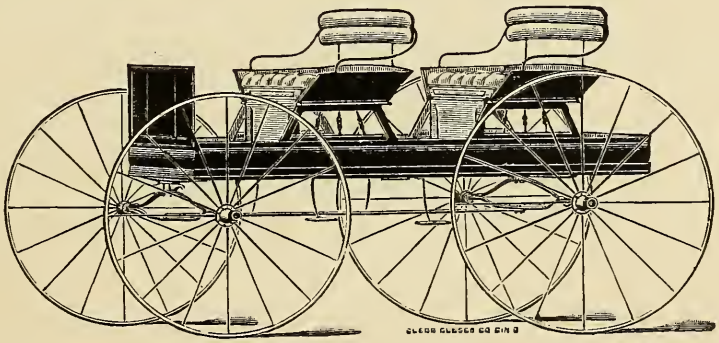
year above mentioned we commenced making a single style of Wagonette, and as we have learned the wants of the trade, have improved and added to our styles. We this season offer three sizes; the one on exhibition and above illustrated is made to carry 15 passengers.

With full platform gear, the dimensions are as follows:

Axles, front, 1⅜, rear, 1½; wheels, 36 and 48 inches, with 1½ x ½ tire; width of body over all 56 inches. Length of side seats on top of cushions, 96 inches; back of front seat to end of body, 8 feet 4 inches, seating twelve persons comfortably inside and three outside. Cushions and backs are of selected green leather. Top furnished with curtains to roll or may be detached. The finish on panels of body is dark green; moldings, black; gear, Brewster green, with double fine line carmine stripe. Furnished with lamps, inside foot brake, and storm apron. Net weight, 1,150 pounds.

"That which is true does not always seem probable.

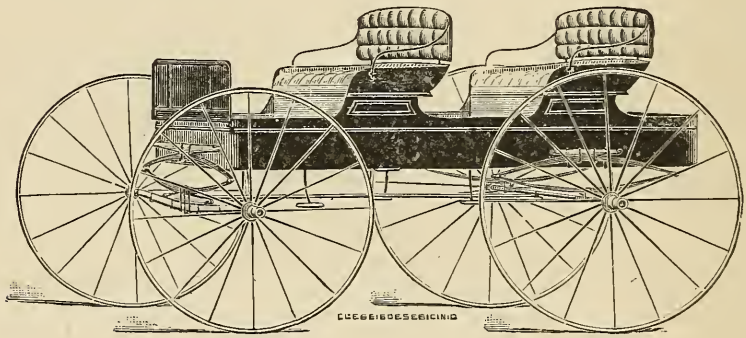
IF you can not understand how so neat and serviceable a wagon can be made for the price, "be silent and pass for a philosopher."



We furnish the same body and gear here shown with one seat and with half side boards.

The body is 6 feet 4½ x 28 x 6 inches, has drop tail gate and leather dash; hung on half spring gear; sway axles, $1\frac{1}{16}$; wheels, 40 and 44 inches, with 1 x ¼ inch tire; finished in natural wood; seats and back fair leather. These wagons are furnished with painted body and gear if preferred.

REFERENCE has been made herein to building vehicles to meet the requirements of this country. Few have approximate knowledge to what extent the spring wagon is used as a family vehicle.



Made light, yet sufficiently strong to carry 1,000 pounds weight if required, they are so arranged with movable seats, and if desired, a canopy top, that, as a passenger vehicle, they are considered very desirable by the suburbanite, and almost a necessity by the farmer.

The wagon here shown has a round cornered body, 7 feet long, 34 inches wide,

and 8½ inches deep, with drop end gate. Hung on three elliptic springs. The axles are 1⅛; wheels, 40 and 44 inches, with 1 x ¼ inch tire; seats movable, solid wood backs, leather trimmed, leather dash. Painting, neat and serviceable. Body, black; gear, green, neatly striped.

Half platform gear, in place of 3 spring, same price.

IT should be understood that we have given herein simply a description of the work we have on exhibition, and by no means as complete in all the details as those not favored with the opportunity of inspecting the work might wish; and we desire it to be borne in mind that in our exhibit we have no goods that we are not prepared to duplicate, in car load lots or less, at all seasons.

Had we been granted sufficient space we would have been pleased to exhibit a greater variety of styles, but to have shown our *complete line* would have required a space that we had no reason to expect would be granted.

We presume that the majority of persons interested in carriage building are already well informed as to the extent of our several plants and their immense output, and are well aware of the fact that while Cincinnati

is "The World's Carriage Building Center," the main carriage product of said center is manufactured by the seven below named concerns:

Full information relative to our different styles and grades is given in our general catalogues, which are mailed free to any address.

THE EMERSON & FISHER COMPANY,

THE STANDARD WAGON COMPANY,

THE FAVORITE CARRIAGE COMPANY,

SECHLER & COMPANY,

THE COOK CARRIAGE COMPANY,

THE OVERMAN CARRIAGE COMPANY,

THE DAVIS CARRIAGE COMPANY.

LIBRARY OF CONGRESS
0 021 470 329 4